

BIG SANDY NEWS

Entered at the post office at Louisville, Ky., as second-class matter.

Published every Thursday by
M. F. CONLEY.

EDITOR AND PROPRIETOR.

Terms—\$1.00 per year in advance.

OFFICE.—Old Clerk's Office Building,
LOUISIA, KENTUCKY.

Advertising rates furnished upon application.

THURSDAY, OCTOBER 27th, 1887.

John L. Sullivan, the greatest prize-fighter who ever lived, sailed for England to-day.

A French steamer arrived at New York last week having on board four cases of cholera.

One of the handsomest blocks in Pittsburgh was wrecked by a natural gas explosion in that city last week.

The Colored State Normal School was dedicated at Frankfort last Saturday, the Governor participating.

A daughter of Senator Joe Blackburn was married last week at Versailles to J. Tweed Stewart, of Cincinnati.

The general Association of Kentucky Baptists held a celebration in Louisville last Thursday and Friday.

Miss Josie Holmes, of Cincinnati, Fidelity bank notoriety, has been arrested and placed in jail. There are twenty-one indictments against her.

Dispatches from Montana state that trouble is expected soon with the Crow Indians. There is, however, an abundant force of troops there to subdue them.

The United States grand jury has found twenty indictments against E. L. Harper, and quite a number against the other officials of the Fidelity bank at Cincinnati.

The Virginia Democrats have even more lively hopes of success than formerly, as the Republicans of what is known as the "black belt" are deserting Mahone.

The Masonic Grand Lodge of Kentucky was in session at Louisville last week. J. Soule Smith, of Lexington, was elected Grand Master and J. D. Black, Deputy Grand Master.

The Georgia Legislature, after a session of four months, has adjourned without accomplishing anything of importance. Many important public measures were discussed, but not one was adopted.

Gov. Buckner has pardoned D. D. Patterson, a member of the State Guard who deserted while the troops were in Rowan county, and who was afterward tried by Court Martial and sentenced to the county jail for ninety days.

The manuscript of the original ordinance of secession issued by the State of Virginia has been sold by Mr. Charles Bullis, of Worthington, Minn., in whose possession it was, to Mr. George H. Treadwell, of the U. S. A. R. for \$1,000.

Mrs. Annie Laubs, who threw a pan-cake at Mrs. Cleveland while the presidential party was in the fair grounds at St. Louis, was last week fined \$50 in the Police Court of that city for the act, which the defendant claimed was a bit of pleasantry.

President Cleveland and party encountered their first wet and disagreeable day at Atlanta. The stop at Montgomery on Thursday was the last made by the party. They reached Washington Saturday, and were very glad to get home, although they are delighted with the trip.

The new silver vault of the Treasury Department will be completed early in November. It will have a capacity of 150,000,000 silver dollars, and the statement is made that there is nearly enough silver now seeking storage to fill it. The vault has been constructed at a cost of \$30,000.

The Railroad outlook for the Sandy Valley is very bright at present. Elsewhere in this issue will be found two railroad articles of interest to our people—especially citizens of Louisa and the Tug region. The enterprises, to be carried through, need only a reasonable amount of substantial encouragement, and we hope our people will grant this without any hesitancy. Do not allow this opportunity to pass unimproved.

The United States Supreme Court is about to make a decision upon the question of the responsibility of bank directors for losses incurred through absconding and dishonest officers. If the court decides that they can not be held liable, the primitive sock will be almost as safe a place of deposit as a bank.

David Roberts, aged about seventy years, has been convicted of murder in Morgan county, and sentenced to the penitentiary for life. In October, 1864, he killed J. L. Kendall, of West Liberty, was arrested, escaped and went West, where he became a prominent citizen. A son of Kendall a short time since learned of the whereabouts of Roberts, and procuring a requisition, brought him back.

Mr. Thurman's Speech.

Hon. Allen G. Thurman, one of our greatest Statesmen, made one of the greatest speeches of his life at Kenton, Hardin county, Ohio, last Saturday. He said that it was probably the last political speech he would ever make, and at least 10,000 people were out to hear him. In the course of his remarks on Grover Cleveland he said: "On my honor as a man who is bound to tell the truth, if ever a man is bound to tell the truth to his fellow-men, I don't believe that a more honest, braver, truer man ever filled the Presidential chair of the United States."

Prospective Railroad up Tug River.

Messrs. W. H. Gurley, T. D. Dale and Col. R. L. Nye, of Marietta, O., who have held valuable lands in Logan County, W. Va., for ten or fifteen years past, spent two days in Louisa and Cassville the first of the week, in furtherance of their plans for the construction of a Railroad up the Tug Fork, which have been developing for some time past.

These gentlemen are well and favorably known in this region, and their connection with a scheme so important as this to the interests of the Sandy Valley, will recommend the enterprise to all, and especially to the land-owners along the river, to whom it is of vital consequence.

In order to secure the success of the enterprise, indeed before it can make any progress; all necessary rights of way along the line must be secured, and donations of mineral interests in a large body of lands, sufficient to furnish a good basis for the securities of the road. Mr. Gurley will remain in the valley for some time, to receive agreements of this character, and upon the response made to his applications will depend, not merely the ultimate success, but the commencement of the work of constructing the road. These gentlemen and their associates have had considerable experience in railroad enterprises. They do not desire to hold out promises which cannot be fulfilled, but they have the best assurances from eastern capitalists that if the people of the valley will do their part, they can have the road.

The agreements asked for are wholly contingent upon the completion of the work, so that if the road is not built, no one is injured. Mr. Dale went directly to New York, Col. Nye, who is the Attorney of the company, returning to Marietta.

National Free Soil Party.

Preliminary arrangements are reported to have been made in St. Louis for the holding in that city, about December 16, a conference of all political labor elements, with a view to their consolidation into a single political body, for which the name of National Free Soil party has been suggested. It is expected that Henry George will be a prominent figure at the conference, and that his land theories will be adopted.—Courier Journal.

KENTUCKY.

One half of the area of Kentucky is covered with forests of valuable timber, including oak of several species, ash, yellow poplar, black walnut, hickory, lynn, beech, chestnut, red cedar, etc. Of the fertility of its soil it is needless to speak, for the fame of that, especially of its bluegrass, has extended over the world. It is here that the finest horses in America are raised—the live stock in the State, counting horses, mules, cows, etc., being valued at over \$70,000,000, while the annual value of its agricultural products averages about \$75,000,000.—Baltimore Manufacturers Record.

The Fiftieth Congress.

[Chicago Tribune (Rep.)]

If the Fiftieth Congress has average political sense it will not disregard the significant notice served upon it by the organized labor of the country in convention assembled at Minneapolis. If the members of Congress decide to retain the present war tariff let them be frank enough to admit that they do so on demand of the mill bosses, and not at the request of the workmen. The trades-union classes have deliberately arrived at the conclusion that a high war tariff harms them more than it benefits them; that any actual increase of wages that it causes is more than lost in the extra cost of living which results from it; and that it cripples the farmers and disables their power to buy manufactured goods. Before another national convention of Knights will meet the presidential conflict of 1888 will be under way. Neither of the two great parties seem likely to have any hesitation in the choice of a standard-bearer, but it must be remembered that the standard itself is of no small importance, especially that part of it which will define the position of the party on a question largely decisive of the cost of living. The politicians of the country will hardly fail to take note of the fact that the Knights of labor are not fooled by the hypocritical pretention that a high tariff is in their especial interest. The seed sown at Minneapolis may not bring forth a congressional harvest, but it is morally certain that it will prove a sort of winter wheat, germinating next spring and bringing forth "seed after its kind" at the polls next fall.

The Owen News says: "Gov. Buckner, we think, will make one of the best Governors the State has had for years, and when his time of office shall have about expired we should not wonder if the people will not again call him to the front. We believe every Kent during his term will be carefully weighed, and that he will not be influenced by any of the moth-eaten politicians who generally infest the Capital, seeking to give advice and create themselves a part of the executive power, lobbying in the interest of friends and measures, and generally interfering with a good, just and impartial administration of affairs."

No better evidence of Mr. Cleveland's ability is needed than is found in his prominence and strength with the people to-day. The most timorous of his friends in the outset, were wont to look at Mr. Bayard for help in time of apprehended need as the President advanced with his administration. To-day Mr. Cleveland is pre-eminently conspicuous, and beside whom Mr. Bayard is very subordinatedly considered. It is very evident that Mr. Cleveland was the possessor of a vast amount of latent power for which he was not credited, but which has developed in a manner no less positive than surprising. No public man in America commands more respect for administrative ability and statesmanship than does President Cleveland.—Frankfort Capital.

The people of Kentucky do not appreciate what their newspapers do for them. A well known man of this city, lately deceased, was once very forcibly reminded of it. When Dr. Standford was President of the Louisville and Nashville railroad, one of the annual meetings was held in New York city. He concluded that he would like to have the report printed in the New York papers, especially the Herald. He sent a message to the Herald office, notifying them that the meeting was to be held, and to send a reporter around for the annual report of the system. The reporter was sent, and the next morning the Doctor procured a copy of the Herald. There was a full account of the business done by the road and its condition.

"The Herald is a great paper," said the Doctor to his private secretary. "Doesn't that report look well in it? We had better buy a few hundred copies and send them to Kentucky."

A few hours later, amid a lot of other mail for the railroad President, was an envelope with the Herald stamp on it. "I suppose they are going to thank us for that good item we gave them exclusively," he remarked as he broke it open. He pulled out a Herald bill-head, on which was the simple statement: "The Louisville and Nashville Railroad Company, debtor, to the New York Herald for advertising, \$700." He protested, but he had to pay the bill, and he had no more annual reports printed in the New York papers.—Courier-Journal.

Railroad Prospects.

Probability of a Connection at Louisa with the Chattahoo.

[Fronton Register.]

Our correspondent whom we quoted last week, and whose communication was read with much interest by all people who think and speculate on and hope for the prosperity of this region, writes us again and deals with most interesting information. He says:

"Some six or eight years ago, Mr. E. W. Clark and other Philadelphia gentlemen of wealth, went into the Flat Top Mountain region of Virginia, in Tazewell county, and made extensive purchases of coking coal lands, and offered such inducements to the Norfolk and Western R. R. in the way of freights, as caused that company to build its New River branch to Pocahontas. Immediately the new field was developed, large mines were opened and hundreds of coke ovens were constructed and set to work, until today the daily output is 6,000 tons, most of which is coked right there and shipped East and South. Finding this venture successful, this land company began the acquisition of more territory, for the most part lying west of the watershed, and today they are the owners of over 300,000 acres of the finest coal lands in Mercer, McDowell, Wyoming, Raleigh, Boone and Logan counties, W. Va., and Tazewell Co., Va., reaching as far west as Pineville, on Guyandotte river, and nearly to the mouth of Elkhorn, on Tug river. This coal vein on the eastern side of the mountain is ten feet in thickness, but is reduced to a little over seven feet on Elkhorn fork of Tug and Pineauke fork of Guyan, the two principal streams west of the ridge. It is of an excellent quality, easily mined and makes splendid coke. In order to induce the railroad company to construct its line into this new territory of the land syndicate, the latter bound itself to construct 350 coke ovens on Elkhorn, and Mr. S. A. Crozier, of New York, who has 40,000 acres on the same creek, is also under bond to put up 200 coke ovens. This new extension of the N. & W. is now well under way; the tunnel heading is completed and part of the grade on Elkhorn is ready for the mills. Within six months, six mining operations on Elkhorn will be putting out 100,000 tons of coal per day, a handsome addition to the freight of the N. & W., and 550 coke ovens will be in full blast. By the time these are at work, it is probable that the line will have been put under construction onto the waters of Guyan, on Pineauke creek, where still more extensive operations are projected. On this creek, the land company owns very nearly everything, and have the finest body of coking coal yet discovered. The creek is twenty-five miles long, and one can stand at the head spring and see its junction with Guyan river, so nearly does it flow in a straight line. (The map doesn't show it this way, but it is a fact nevertheless.) Now Pineauke creek will be reached in less than a month at this time. If the coke is to have a western market, a thing the land company now desires above everything else, the extension will probably be brought from Elkhorn, but if the product of these mines is to be shipped East and South exclusively, as heretofore, it is likely the railroad will reach Pineauke by leaving the N. & W. at Crane creek, 12 miles below Pocahontas, and striking Pineauke at the very head on the coking coal vein. If this is done, it will give a second tunnel through the Flat Top Mountain; but as the vein of coal upon which the tunnel is driven is large and regular and has a good roof, the expense of tunneling is reduced to the minimum. As above stated, the company owning and operating this large body of coal are very anxious for a western outlet. They have proposed to the Norfolk and Western to guarantee a certain tonnage in case that company will give them the desired line, but they already have under construction the Clinch Valley road, and have their lands full for the present, and will probably make no more in this direction immediately. In the meantime, the land company leaves its proposition open, and it would not be at all surprising if some other line would build in that direction. Be that as it may, these coal people are bent on shipping their coke to the Hanging Rock Iron Region and the west, and it is safe to say that the facilities will be offered within the next two years, and that the construction will be begun before another year by the N. & W. itself. The route given last week is the most direct, but not the best, and the chances are favorable to a low grade route directly down the Tug Valley from Elkhorn to a connection with the Chattahoo and Blackwater at Louisa. It is a good rule to follow in locating a mountain railroad, to "throw a chip into the water and then follow the chip." The distance by this route would be less than 200 miles from the Flat Top ridge to Fronton; its grades would all be descending with the land, and its empties and east bound freight would now have a grade to exceed 25 feet per mile below Elkhorn. It would pass through a coal field from beginning to end. What more can be asked? A line beginning at tide water, passing through the largest coal field in the United States, then a fine field of gas and domestic coals, both coking and bituminous, into a region needing this very coke to manufacture its iron, and these very gas and domestic coals themselves for other purposes; a line with practically no grade and fair alignment. Certainly a route so favorable will not long remain unaccepted when prospects for a heavy freight are so flattering from the start."

They'll All Come Back.

Albert Posey, writing from Omaha, Neb., to his father, says: "I wouldn't live in such a God-forsaken country as this, and I am coming home." Al. is thoroughly disgusted with the Go-west-young-man

racket, and thinks there is no place like Kentucky, and no girl like a Kentucky girl, and he is right.—Anderson Co. News.

A Harris Man's Tribute to Gov. Buckner.

[Stanford Journal.]

We have always had a great admiration for Simon Bolivar Buckner, but the more we read of his acts since becoming Governor the more we like him. His head seems to be entirely level on the pardoning question and if he adheres to the rules he has laid down he will earn the plaudits of every good citizen.



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